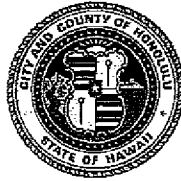


DEPARTMENT OF TRANSPORTATION SERVICES
CITY AND COUNTY OF HONOLULU

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MUFU HANNEMANN
MAYOR



WAYNE Y. YOSHIOKA
DIRECTOR

SHARON ANN THOM
DEPUTY DIRECTOR

November 3, 2009

RT10/09-337601

Mr. Leslie T. Rogers, Regional Administrator
Federal Transit Administration, Region IX
U.S. Department of Transportation
201 Mission Street, Suite 1650
San Francisco, California 94105

Attention: Mr. Raymond Sukys

Dear Mr. Rogers:

Subject: Project Mitigation for Impacts to Airport Runways 22R/4L and 22L/4R
Honolulu High-Capacity Transit Corridor Project

The City and County of Honolulu (City) is planning to design, construct, and operate a High-Capacity Transit Corridor Project (Project) along Aolele Street through Honolulu International Airport property. The City, the Hawaii Department of Transportation Airports Division (HDOT-A), and the Federal Aviation Administration (FAA) have been meeting to coordinate and address issues raised by the proximity of the Project to Runways 22R/4L and 22L/4R.

To address the requirements of FAA Advisory Circular 150/5300-13, the FAA, HDOT-A, and the City have discussed the following approach:

- The City will, in cooperation with HDOT-A and FAA, perform a detailed engineering analysis to identify and address the impacts of relocating Runway 22R/4L approximately 750' makai and Runway 22L/4R approximately 300' makai. The analysis will address operational impacts during and post construction, impacts to existing and future capacity of the Airport, and develop budgetary estimates. The analysis will evaluate the benefits and disadvantages of the proposed relocations from the perspective of all Airport stakeholders.

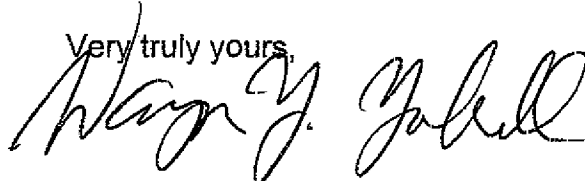
- Upon completion of the engineering analysis, as appropriate, the City will, in coordination with HDOT-A and FAA, determine the mitigation measures required to allow the runway relocations. If agreement cannot be reached, the City will be responsible for proposing an alternative(s) that will be satisfactory to HDOT-A and FAA.
- The City, to the extent allowed by State and Federal regulations, will, in coordination with HDOT-A and FAA, prepare the appropriate environmental documentation necessary for the relocation of the runways or the alternative(s) and be responsible for taking the documentation through the environmental process; the City will fund any costs of such documentation.
- As part of the engineering analysis to relocate the runways, the City will, in coordination with HDOT-A and FAA, seek all Airport stakeholders' input into shortening the declared landing distance available for Runway 4R in lieu of relocating the runway. The result of that consultation will inform the engineering analysis.
- The City will, in coordination with HDOT-A and FAA, eliminate or mitigate any other Project-related obstructions and ensure the Project will not affect airport operations.
- The City will, in coordination with HDOT-A, relocate the Lagoon Station to avoid impacts to the Runway Protection Zones (RPZs) of Runways 22R and 22L.
- The City will fund the runway relocations or alternative proposed by the City, and fund all associated relocation of FAA navigational aids, visual aids, associated lighting systems, ASDE-X RU stations, possibly military arresting gear, and any other incidental costs associated with the runway relocations.

This approach was agreed upon at a meeting held on October 19, 2009, among the City, FTA, FAA, and HDOT-A. This approach is reflected in the Honolulu High-Capacity Transit Corridor Project Final EIS. Any other required documentation, as a result of this approach, will be prepared by the City, consistent with allowable practices, and will be referenced in the Honolulu International Airport Master Plan/EA Update currently under development. The City understands that necessary permits and approvals, such as FAA Form 7460-1, Notice of Proposed Construction or Alteration, are required prior to construction.

Mr Leslie T Rogers, Regional Administrator
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The City is firmly committed to addressing all runway clearance issues raised by the Project and coordinating with HDOT-A and FAA as the Project moves forward

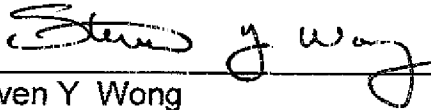
Very truly yours,



WAYNE Y YOSHIOKA
Director

CONCUR:

This approach has been discussed with the FAA and is consistent with reasonable practices for addressing the necessary runway protection requirements. The FAA will continue to work with the City to ensure all appropriate FAA regulations are adhered to as the Honolulu High-Capacity Transit Corridor Project advances



Steven Y Wong
Program Manager
Federal Aviation Administration

cc: Dr. Brennon Morioka, Director,
Hawaii Department of Transportation
Mr Brian Sekiguchi, Deputy Director,
Hawaii Department of Transportation,
Airports Division

LINDA LINGLE
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
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JIRO A. SUMADA

IN REPLY REFER TO:

DIR 1 10489

November 3, 2009

Mr Leslie T Rogers, Regional Administrator
Federal Transit Administration, Region IX
U S Department of Transportation
201 Mission Street, Suite 1650
San Francisco, CA 94105

Attention: Mr Raymond Sukys

Dear Mr Rogers:

Subject: Project Mitigation for Impacts to Airport Runways 22R/4L and 22L/4R
Honolulu High-Capacity Transit Corridor Project

The purpose of this letter is confirm that Hawaii Department of Transportation has reached an understanding with the City and County of Honolulu (City), High-Capacity Transit Corridor Project (Project) to for the proposed rail transit alignment along Aolele Street in the vicinity of Runway 22L and 22R of the Honolulu International Airport. This understanding is the product of several meetings among the City, the Federal Aviation Administration (FAA), and the Hawaii Department of Transportation Airports Division (HDOT-A).

In order to meet FAA runway clearances (FAA Advisory Circular 150/5300-13), the City has proposed in its FEIS the relocation of both Runways 22L and 22R. HDOT-A has reviewed this proposed mitigation and considers it a reasonable approach given the existing operational requirements of the Airport. However over the next 24 to 36 months, HDOT-A will conduct environmental studies for a new Master Plan Update for the Airport that will eventually define its needs for infrastructure improvements and expansion. In recognition of this, the City has agreed to the following:

- The City will, in cooperation with HDOT-A and FAA, perform a detailed engineering analysis to identify and address the impacts of relocating Runway 22R/4L approximately 750' makai and Runway 22L/4R approximately 300' makai. The analysis will address operational impacts during and post construction, impacts to existing and future capacity of the Airport, and development of budgetary estimates. The analysis will evaluate the benefits and disadvantages of the proposed relocations from the perspective of all Airport stakeholders.

Mr. Leslie T. Rogers, Regional Administrator
Page 2
November 3, 2009

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- Upon completion of the engineering analysis, as appropriate, the City will, in coordination with HDOT-A and FAA, determine the mitigation measures required to allow the runway relocations. If agreement cannot be reached, the City will be responsible for proposing an alternative(s) that will be satisfactory to HDOT-A and FAA.
- The City will, to the extent allowed by State and Federal regulations and in coordination with HDOT-A and FAA, prepare any environmental documentation necessary for the relocation of the runways or any agreed upon alternative(s). The City will be responsible for taking the documentation through the environmental process and funding any costs of such documentation.
- As part of the engineering analysis to relocate the runways, the City will, in coordination with HDOT A and FAA, seek air carrier input into shortening the declared landing distances applicable to Runway 4R in lieu of relocating the runway. The result of that consultation will inform the engineering analysis.
- The City will, in coordination with HDOT-A and FAA, eliminate or mitigate any other Project-related obstructions to ensure the Project will not affect airport operations.
- The City will fund the runway relocations or alternative proposed by the City.

HDOT supports the City's plan for Rail Transit serving the Airport and will continue to work to resolve issues as they develop.

Very truly yours,



BRENNON T. MORIOKA, Ph.D., P.E.
Director of Transportation

c: Wayne Y. Yoshioka, Director CCH DTS
Steve Wong, Program Manager FAA, Honolulu, HI.